

**Amendments to the Specification:**

Please amend the specification as follows:

Please replace paragraph starting at page 15, 2<sup>nd</sup> paragraph and 1<sup>st</sup> paragraph on page 16, with the following rewritten paragraph:

The automotive VDC system equipped rear-wheel-drive vehicle of the embodiment of Fig. 1 also includes a stereocamera with a charge-coupled device (CCD) image sensor, simply, a charge-coupled device (CCD) camera 13 and a camera controller 14 as an external recognizing sensor, which functions to detect a position of the VDC system equipped vehicle (the host vehicle) within the driving lane (the host vehicle's traffic lane) and whose sensor signal is used for the lane deviation avoidance control or lane deviation prevention (LDP) control. Within camera controller 14, on the basis of an image-processing image data in front of the host vehicle and captured by CCD camera 13, a lane marker or lane marking, such as a white line, is detected and thus the current host vehicle's traffic lane, in other words, the current position of the host vehicle within the host vehicle's lane, is detected. Additionally, the processor of camera controller 14 calculates or estimates, based on the image data from CCD camera 13 indicative of the picture image, a host vehicle's yaw angle  $\phi$  with respect to the direction of the current driving lane (the host vehicle's lane), a host vehicle's lateral displacement or a host vehicle's lateral deviation X from a central axis of the current host vehicle's driving lane, a curvature  $\rho$  of the current host vehicle's driving lane, and a lane width L of the current driving lane. When the lane marker or lane marking, such as a white line, in front of the host vehicle, has worn away or when the lane markers or lane markings are partly covered by snow, it is impossible to precisely certainly recognize the lane markers or lane markings. In such a case, each of detection parameters, that is, the host vehicle's yaw angle  $\phi$ , lateral deviation X, curvature  $\rho$ , and lane width L is set to "0". In contrast, in presence of a transition from a ~~white-line-white-line~~ recognition enabling state that the lane marking, such as a white line, can be recognized continually precisely to a ~~white-line~~ white-line recognition partly disabling state that the lane marking, such as a ~~white-line-white-line~~, cannot be recognized for a brief moment, owing to noise or a frontally-located obstacle,

parameters  $\phi$ ,  $X$ ,  $\rho$ , and  $L$  are held at their previous values  $\phi_{(n-1)}$ ,  $X_{(n-1)}$ ,  $\rho_{(n-1)}$ , and  $L_{(n-1)}$  calculated by camera controller 14 one cycle before.

Please replace paragraph starting at page 19, 1st paragraph, with the following rewritten paragraph:

At step S1, input informational data from the previously-noted engine/vehicle switches and sensors, and driving-torque controller 12 and camera controller 14 are read. Concretely, engine/vehicle switch/sensor signal data, such as the host vehicle's longitudinal acceleration  $X_g$ , lateral acceleration  $Y_g$ , yaw rate  $\phi'$ , wheel speeds  $V_{wi}$  ( $V_{WFL}$ ,  $V_{WFR}$ ,  $V_{WRL}$ ,  $V_{WRR}$ ), accelerator opening  $Acc$ , master-cylinder pressure  $P_m$ , steer angle  $\delta$ , and direction indicator switch signal  $WS$ , and the signal data from driving-torque control unit 12 such as driving torque  $T_w$ , and the signal data from camera controller 14 such as the host vehicle's yaw angle  $\phi$  with respect to the direction of the current host vehicle's driving lane, lateral deviation  $X$  from the central axis of the current host vehicle's driving lane, curvature  $\rho$  of the current driving lane, and lane width  $L$  of the current driving lane are read. The host vehicle's yaw angle  $\phi$  may be calculated by integrating yaw rate  $\phi'$  detected by yaw rate sensor 16.

Please replace paragraph starting at page 21, last paragraph and page 22, 1<sup>st</sup> paragraph, with the following rewritten paragraph:

That is, as appreciated from the aforesaid expressions  $d\beta = -\phi' + (Y_g/V)$  and  $\beta = d\beta + \beta_0$ , ~~yaw-rate-variation~~ sideslip-angle variation  $d\beta$  is arithmetically calculated based on all of the actual yaw rate  $\phi'$ , lateral acceleration  $Y_g$ , and host vehicle's speed  $V$ , and thereafter sideslip angle  $\beta$  is calculated by integrating the ~~yaw-rate-variation~~ sideslip-angle variation  $d\beta$ . Instead of deriving sideslip angle  $\beta$  (~~yaw-rate-variation~~ sideslip-angle variation  $d\beta$ ) by way of arithmetic calculation based on vehicle dynamic behavior indicative sensor values such as yaw rate  $\phi'$ , lateral acceleration  $Y_g$ , and host vehicle's speed  $V$ , sideslip angle  $\beta$  may be estimated and determined by way of sideslip-angle estimation based on sensor signal values such as yaw rate  $\phi'$  detected by the yaw rate sensor, lateral acceleration  $Y_g$  detected by the lateral-G sensor, host vehicle's speed  $V$  detected by the vehicle speed sensor, steer angle  $\delta$

detected by the steer angle sensor, and a vehicle model such as a two-wheel model, in other words, by way of an observer function, as described in Japanese Patent Provisional Publication No. 11-160205.

Please replace paragraph starting at page 57, last paragraph and page 58, 1<sup>st</sup> paragraph, with the following rewritten paragraph:

$$M_s = \min(|M_s V + M_s L|, M_{slim}) \quad \dots(25)$$

As can be appreciated from the preprogrammed  $\phi'$ - $M_{slim}$  characteristic map of ~~Fig. 5~~ Fig. 11 showing the relationship between actual yaw rate  $\phi'$  and yaw-moment controlled variable upper limit  $M_{slim}$ , in a low yaw rate range ( $0 \leq \phi' \leq \phi_1'$ ) from 0 to a predetermined low yaw rate  $\phi_1'$ , yaw-moment controlled variable upper limit  $M_{slim}$  is fixed to a predetermined relatively high yaw-moment controlled variable upper limit  $M_{slimH}$ . In a middle and high yaw rate range ( $\phi_1' < \phi' \leq \phi_2'$ ) from the predetermined low yaw rate  $\phi_1'$  to a predetermined high yaw rate  $\phi_2'$  (higher than  $\phi_1'$ ), yaw-moment controlled variable upper limit  $M_{slim}$  gradually reduces to a predetermined relatively low yaw-moment controlled variable upper limit  $M_{slimL}$ , as actual yaw rate  $\phi'$  increases. In an excessively high yaw rate range ( $\phi_2' < \phi'$ ) above predetermined high yaw rate  $\phi_2'$ , yaw-moment controlled variable upper limit  $M_{slim}$  is fixed to predetermined relatively low yaw-moment controlled variable upper limit  $M_{slimL}$ . In this manner, according to the modified system, yaw-moment controlled variable upper limit  $M_{slim}$  is set or determined based on the host vehicle's turning degree, such as actual yaw rate  $\phi'$ , and then final desired yaw moment  $M_s$  can be properly limited depending on the host vehicle's turning degree. Thus, it is possible to produce the controlled yawing moment suited for the host vehicle's turning degree.